

From boatanchors@theporch.com Wed May 31 22:08:53 1995
Date: Wed, 31 May 1995 17:08:53 -0500
Message-Id: <199505312204.PAA04195@igc3.igc.apc.org>
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: 51J-4/SP-600 Service Recommendations?

Greetings, fellow heavy metal enthusiasts. As the collection continues to grow and the floorboards continue to groan (new arrivals: GPR-90RX and SX-28A) I'd like to treat some of my earlier acquisitions to a good alignment and general maintenance.

The radios in question are a 51J-4 and SP-600. I'd appreciate any guidance to the "guru" for these radios. You know, the person who knows them inside-out and is competent and willing take the time to do a top-notch job. Both radios are operational and in generally good shape.

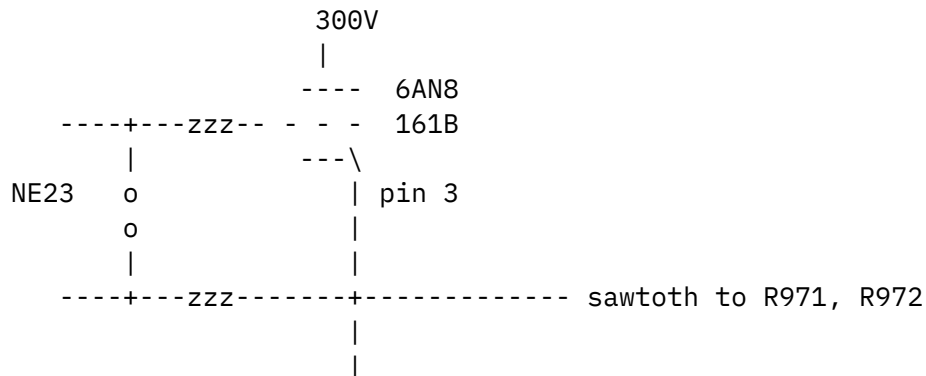
Best Regards,

Dick Dillman <ddillman@igc.apc.org>

From boatanchors@theporch.com Wed May 31 21:07:18 1995
Date: Wed, 31 May 1995 16:07:18 -0500
Message-Id: <m0sGuwd-000uGxC@twisto.eng.hou.compaq.com>
From: Dave=Sharp%Legal%Corp=Hou@bangate.compaq.com
Subject: 565 timebase and 3L5 connections

Sorry for the bandwidth but TO THE GUY WHO NEEDED THIS:

The 565 timebase has a ^AN8 (V161B) where the cathode has a ramp sawtooth voltage to R971, R972



```

Tie in here ---> X--(-----RRRR-----)-- 18 Vert connector
                  | |                               |
                  | ///                               +-- 19 shield
                  |
                  +----- Sawtooth to R311 (delay pickoff)
                  |
                  |
                  <
                  > R177
                  <
                  |
                  to Sweep Length Pot R178 (5K?)

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Note some time bases have resistors at zzz and the voltage at the cathode may be between 100 and 150. The tie in to the 3L5 is simply a series resistor of the value of 95.3 or 102K 1% res via a small piece of coax to Pins 18 of the vertical amp plug connector. Pin 19 of the connector goes to the coax shield which is also grounded near the cathode.

All this is per the courtesy of Buddy Beauchamp at Textronix (214) 401-1666 via my local rep.

From boatanchors@theporch.com Wed May 31 21:34:58 1995
 Date: Wed, 31 May 1995 16:34:58 -0500
 Message-Id: <9505312132.AA00385@kali>
 From: Andy Wallace <wallace@mc.com>
 Subject: 915 kHz I.F. in mil receivers -- which?

I just picked up a Q-multiplier which is supposed to be for receivers with a 915 kHz I.F. I think the BC-348 is at that frequency, but what others do?

I may be interested in a mil receiver for sale with that IF, just for the heck of it!

<grin>

--Andy

From boatanchors@theporch.com Thu Jun 1 01:36:30 1995
 Date: Wed, 31 May 1995 20:36:30 -0500
 Message-Id: <950531212437_18710671@aol.com>

From: KD0HG@aol.com
Subject: Re: Aircraft Restorers

I must agree with the comments of Tony Stalls and others regarding some of the vintage aircraft restorers/aviators. I had been trying to stay out of this discussion, but my own personal experience with them indicates that a certain percentage of that group could best be described as arrogant a**holes. It is not for love of the vintage technology or the historical significance of aviation that they are involved but rather, they appear driven by a combination of ego and a problem with excess disposable income. If they were truly interested in the authenticity of their aircraft they wouldn't need to be coerced into avoiding the use of phony lashups of gutted radio cases. With regrets...bill, kd0hg

From boatanchors@theporch.com Thu Jun 1 03:39:58 1995
Date: Wed, 31 May 1995 22:39:58 -0500
Message-Id: <199506010338.WAA21349@zoom.bga.com>
From: Henry van Cleef <vancleef@bga.com>
Subject: Re: Aircraft Restorers

As KD0HG@aol.com said

>

> I must agree with the comments of Tony Stalls and others regarding some of
> the vintage aircraft restorers/aviators.

I have kept silent thus far, but I have some very strong feelings about all this bashing of aircraft restorers going on. I generally participate in this boatanchors list as an electrical engineer who has some old radio equipment from the thirties and forties. However, I am going to tip my hat here. First of all, I took a Ph.D. in History of Technology, with a thesis topic in aviation history. Secondly, I am a licensed pilot with an instrument rating, and have plenty of time in the air. Thirdly, I have been active in antique aircraft restoration for something over thirty years. Nobody should be under the impression that I don't have time in some old airplanes, know what they fly like, or know what the issues are in keeping them running.

First of all, there is a very big difference between restoring an old tube radio and using it, and restoring an old airplane and flying it. That issue is "smoke." Engine failure on takeoff can kill you in a hurry.

More importantly, radio equipment from the WW II era is not only obsolete, but it is completely incapable of operating at the frequencies required for communication or of using the principal navigational aids. Any pilot with any sense who is confronted with the

task of flying an old airplane----and it doesn't matter whether that old airplane is a Staggerwing Beech or a B-25---from here to there, is going to want and need modern navigation and communications radio capability.

There is sense in restoring some of the radio installations in an old bomber, as long as those installations don't get in the way of avionics and instruments that are needed to fly the airplane in 1995. Gone are the days of low-freq AN ranges, 278KC towers, and 3105KC aviation transmitters. If you are going to fly a P-51 for the distance that one fillup of internal fuel (269 gallons) is going to carry it, you are either going to be dodging controlled airspace and landing in small grass strips, or carrying radio that is required for use of airspace surrounding even modest general aviation airports. And you are flying an airplane that will fly out of any good weather into a region of bad weather on most days, anywhere in the country, long before it has burned off a major part of those 269 gallons.

I think that for people who are in one hobby to bash those in another as a bunch of rich greedy bastards is extremely shortsighted. I know people in both hobbies who have more money than brains. But I know a lot of people who have thrown thousands of dollars of sweat equity, and not a few hard dollars of their own, into both hobbies. The great majority of people who do the work in antique aviation are people who are by no means "rich," and who are willing to devote time and energy without hope of any more return than to see an old bird take to the air again. I don't know of anything in electronics that compares with strapping on an old airplane that has been rebuilt and getting ready to fly it for the first time in many many years. There are people who doubt the wisdom of that sort of thing, but I can assure you that it is not a job for rich greedy bastards.

If you are a radio person, and want to see authentic radio restorations in old airplanes, then go out to the airports where the people are doing this work and be prepared to put some sweat equity into those old radios. Yes, you'll find that modern avionics requirements make it impossible to put the old coffee grinders back in the panels. You might find that the people who put time and effort into old airplanes, warbirds included, are an interesting lot, not "the enemy" as much of the discussion here seems to have been characterizing them.

--

Hank van Cleef vancleef@bga.com vancleef@tmn.com

From boatanchors@theporch.com Wed May 31 14:45:13 1995
Date: Wed, 31 May 1995 09:45:13 -0500
Message-Id: <801931429.3683247@AppleLink.Apple.COM>
From: FRANCIS4@applelink.apple.com (Francis, Dexter)
Subject: ARC-60/R-10A/Holes in the net

Greetings all -

The binary gods must have been frowning on my little corner of the world yesterday, as I didn't receive BA digest 22. As a result, any wisdom that any of you may have tried to impart concerning my ARC R10A via the listserver didn't make it thru.

I have been able to determine that the R-10A is the AM broadcast band member of the family. It's fraternal twin brother, the R-508, is shown on page 24 of the FAIR Radio 48th anniversary catalog and I've ordered a D-10 Dynamotor, even tho my R-10A is newer enough that it runs off 14 Volts. (hey...it was only \$7!)

The fellow at FAIR said that somebody from Warbird Parts of Tampa Fla. came in a couple of months ago and bought up all the front panel plug in connectors. I haven't been able to dig up a phone number for them, unfortunately.

I recall someone offering to send appropriate pages/schematics, for which am very grateful. (My address is correct in the current callbook.)

So, if anyone posted advice or has ARC-60 series control cable or connector sources, or schematic/pinout power data please e-mail direct.

tnx in advance

-df

From boatanchors@theporch.com Wed May 31 05:35:38 1995
Date: Wed, 31 May 1995 00:35:38 -0500
Message-Id: <9505310532.AA17896@texan.frco.com>
From: bill@texan.frco.com (William Hawkins)
Subject: ART-13 rebuild

I'm not a ham, but I am interested in Collins autotune equipment. So I bought an ART-13 from Fair Radio a few years ago. They sent me one that

looked OK, but smelled badly of mildew (and I still wonder if they sent me the worst one they had because I didn't have a call). I sponged out what I could, and left it out in Minnesota's -20 F winter, but it still smells. I'd like to restore it, but I can't bring it into the shop for the smell. Dipping it in bleach is not an option. Looks like I'm gonna have to take it apart and clean each component. But it is so compact that taking it apart looks like I could do more harm than good. Anybody got any ideas?

If I can restore it, one day I'll tire of running into a dummy load, and take the steps to get a ticket and put it on the air.

Bill Hawkins bill@bvc.frco.com

From boatanchors@theporch.com Wed May 31 15:55:23 1995
Date: Wed, 31 May 1995 10:55:23 -0500
Message-Id: <199505311549.KAA10502@uro.theporch.com>
From: Jack Taylor <n7oo@hereford.ampr.org>
Subject: Re: ART-13 rebuild

At 12:34 AM 5/31/95 -0500, William Hawkins wrote:

>I'm not a ham, but I am interested in Collins autotune equipment. So I
>bought an ART-13 from Fair Radio a few years ago. They sent me one that
>looked OK, but smelled badly of mildew (and I still wonder if they sent
>me the worst one they had because I didn't have a call). I sponged out
>what I could, and left it out in Minnesota's -20 F winter, but it still
>smells. I'd like to restore it, but I can't bring it into the shop for
>the smell. Dipping it in bleach is not an option. Looks like I'm gonna
>have to take it apart and clean each component. But it is so compact
>that taking it apart looks like I could do more harm than good. Anybody
>got any ideas?

>

>If I can restore it, one day I'll tire of running into a dummy load, and
>take the steps to get a ticket and put it on the air.

>

>Bill Hawkins bill@bvc.frco.com

>

Well Bill Hawkins, looks like you have a near impossible task ahead of you! However there is an EASY solution. Simply put the ART-13 in a box and send it to me. That way it will be off your hands and will be somebody else's problem! I'll put it out in the hot dry Aridzona sun for a few months and then take a crack at de-odorizing and restoring it.

73 de Jack

From boatanchors@theporch.com Wed May 31 12:53:50 1995
Date: Wed, 31 May 1995 07:53:50 -0500
Message-Id: <9505311250.AA07364@lambada.oit.unc.edu>
From: terry murphy <Terry.Murphy@lambada.oit.unc.edu>
Subject: BA Code Practice Oscillators

Does anyone on the list have information regarding either the BUD or SMITH brands of CP0? Any info would help...thanks
terry de ab4vj ..

From boatanchors@theporch.com Wed May 31 13:27:41 1995
Date: Wed, 31 May 1995 08:27:41 -0500
Message-Id: <2FCC97D1@smtpgate.rfc.comm.harris.com>
From: "Gable, Edward M" <emg@rfpo2.rfc.comm.harris.com>
Subject: RE: BA Code Practice Oscillators

Does anyone on the list have information regarding either the BUD or SMITH brands of CP0? Any info would help...thanks
terry de ab4vj ..

++++++

Terry, the BUD unit has been built from the late 40's into the 60's. It is an AC/DC set using a 35W4 and 50C5. (Early models used 35Z5 and 50L6) They are kinda dangerous as the chassis and key leads are hot. I used one for many years providing code practice for our radio club code and theory classes. Provides plenty of room filling volume and a wide range of tone.

Ed K2MP @ Rochester
emg@rfpo2.rfc.comm.harris.com

From boatanchors@theporch.com Wed May 31 16:25:13 1995
Date: Wed, 31 May 1995 11:25:13 -0500
Message-Id: <199505311626.LAA14534@wrdis01.robins.af.mil>
From: lakeith@wrdis01.robins.af.mil (Larry Keith)
Subject: Re: BA Code Practice Oscillators

In your message of 31 May 1995 at 0815 EDT, you write:
> Does anyone on the list have information regarding either the BUD or SMITH
> brands of CP0? Any info would help...thanks

> terry de ab4vj ..

>

Well, let me think. I had a Bud Codemaster, I think it was called. I sold it to someone on this list, if my memory serves. Nice BA-looking gadget. Used a 35W4 and a 50C5 to produce some horrendous volume of code. Usual AC-DC, bite-you-when-you-ain't-looking power arrangement.

While the Bud was sitting on a shelf in my shack, I also picked up an Ameco CPO that looked to be identical, except for the name of course. I also sold that, during one of my shack cleaning periods. I would think that you could still get a manual, from Ameco, for that one.

While on this subject, does anyone have:

1. A favorite CPO circuit -- suitable for newcomers to build.
2. A source for cheap telegraph keys (the kind that Radio Shack used to sell for \$1.79.)

Our local club is planning a build it night and a code course. So, we need a quantity of these things..

73,

Larry, KQ4BY

From boatanchors@theporch.com Wed May 31 18:48:52 1995

Date: Wed, 31 May 1995 13:48:52 -0500

Message-Id: <m0sGsTf-00001gC@next3.acme.ist.ucf.edu>

From: clarke@acme.ist.ucf.edu (Thomas Clarke)

Subject: Re: BA Code Practice Oscillators

>> Does anyone on the list have information regarding either the BUD or SMITH

>> brands of CPO? Any info would help...thanks

>Well, let me think. I had a Bud Codemaster, I think it was called. I
>sold it to someone on this list, if my memory serves. Nice BA-looking
>gadget. Used a 35W4 and a 50C5 to produce some horrendous volume of
>code. Usual AC-DC, bite-you-when-you-ain't-looking power arrangement.

That was me that bought it. Still working on the code.
I traced out the circuit enough to figure I should be

careful of hot key leads, so I wired a reed relay
from RS to the key for isolation.

Maybe I could find the circuit I do remember the oscillator always ran full out and that volume control was accomplished via a large variable resistor in series with the speaker.

>2. A source for cheap telegraph keys (the kind that Radio Shack used to sell for \$1.79.)

I got the key I'm using from AES (Amateur Electronic Supply). Pretty cheap thing and there was an even cheaper model.

Catalog is at home so I can't reference it.

Tom Clarke
KE4VFH

From boatanchors@theporch.com Wed May 31 17:07:43 1995
Date: Wed, 31 May 1995 12:07:43 -0500
Message-Id: <950531170123_71407.1774_FHV71-1@CompuServe.COM>
From: "Joseph J. Curry" <71407.1774@compuserve.com>
Subject: CE 100V / CE200V

Fellow Boatanchorites:

I am looking for a new project and I have decided that I would like to have either a Central Electronics 100V or 200V transmitter to go with my CE600L. Vintage SSB (that other voice mode) is alive and well.

The rig need not be working, although if the "magic couplers" are fried, it is not likely to be resurrected. Restoration is one thing; miracles are another.

Dig into those closets and drop me an e-mail message to:

71407.1774@compuserve.com

TNX es 73s,

Joe KE6LFT

From boatanchors@theporch.com Wed May 31 21:37:44 1995
Date: Wed, 31 May 1995 16:37:44 -0500

Message-Id: <9505312134.AA00388@kali>
From: Andy Wallace <wallace@mc.com>
Subject: Re: Central Electronics 20-A multiphase exciter HELP

Larry, W00GH, mentioned to me that there might have been a Drake single sideband adapter. I am not sure if this is for receiving or transmitting, but he thinks it looked similar to the 1-A receiver.

Was there ever such a beast? Anyone willing to copy a ham magazine ad for me?

--Andy

From boatanchors@theporch.com Thu Jun 1 00:13:30 1995
Date: Wed, 31 May 1995 19:13:30 -0500
Message-Id: <m0sGxgK-0006WnC@next1.acme.ist.ucf.edu>
From: clarke@acme.ist.ucf.edu (Thomas Clarke)
Subject: Cheap Keys

I'm at home now and the AES (Amateur Electronic Supply) catalog shows:

two keys by (guess who) Ameco
K-1 Low cost general purpose key with phenolic base, adjustable contact tension and contact spacing ---- \$7.95

K-4 Deluxe high quality key, polished brass base, and shorting bar
---- \$12.95

I bought the K-4 since it had "ball" bearings and looked higher quality.

AES's number: 1-800-558-0411

Tom Clarke
KE4VFH

From boatanchors@theporch.com Thu Jun 1 05:12:41 1995
Date: Thu, 1 Jun 1995 00:12:41 -0500
Message-Id: <Pine.3.89.9505312135.A5818-01000000@netcom8>
From: paul Veltman <veltman@netcom.com>
Subject: Coaxial Cable Data (long)

Hi gang,

A couple of years ago, more like 30 to be exact, I was wandering through

the hamfest at Fort Tuthill in Arizona. Some guy was passing out sheets of paper with coaxial cable data on it. I took one and put it in a file and there it sat for a good many years. About 6 years ago, I took it out and thought that it would make a good basis for an article in Ham Radio. Well, you guys know how work and kids and stuff go, well HR died before I got around to writing the article (HEY! This sounds like the confession at the procrastinators 12 step program). All that guys sheet had was the RG number and impedance, so I set about collecting mil-spec sheets, data sheets and anything else I could find.

The point of this is ---> I've taken this about as far as I can. Here is what I've done so far, and it's here for your enjoyment. If any of you have data that I am missing, please feel free to hack this table. The only thing I ask is that you copy me the changes.

Coax Data

RG #	Impedance	Attenuation - db/100 feet			OD	V Factor
		100 MHz	400 MHz	1000 MHz		
4 /U	50					
5 B/U	50				.332	.66
6 /U	75	2.1	5	6.9	.27	.78
7 /U	95					
8 /U	50	1.8	4.7	6.9	.405	.66
8 /X	50	3.7	8	12.8	.242	.78
9 /U	51	2.2	4.7	8.9	.42	.66
10 A/U	50				.475	.66
11 /U	75	2	4.2	6.8	.405	.66
12 A/U	75	2.15	4.7	8.2	.475	.66
13 A/U	75	2.2	4.6	8	.425	.66
14 A/U	52	1.4	3.1	5.8	.545	.66
15 /U	76					
16 /U	52					
17 A/U	52	.81	1.9	3.8	.87	.66
18 /U	52	.81	1.9	3.8	.87	.66
19 /U	52	.7	1.5	3.5	1.12	.66
20 /U	52	.7	1.5	3.5	1.195	.66
21 /U	53				.332	.66
22 B/U	95	3	9.5	---	.42	.66
23 /U	125					
24 /U	125					
25 /U	48					
26 /U	48					
27 /U	48					
28 /U	48					

28	A/U	50					
29	/U	53.5			.184	.66	
30	/U	58					
31	/U	51					
32	/U	51					
33	/U	51					
34	/U	71			.63	.66	
35	/U	71	1	2.5	4.5	.94	.66
36	/U	69					
37	/U	52.5					
38	/U	52.5					
39	/U	72.5					
40	/U	72.5					
41	/U	67.5					
42	/U	78					
43	/U	95					
44	/U	50					
45	/U	50					
46	/U	50					
47	/U	50					
48	/U	53					
54	A/U	58	4	8	12	.25	.66
55	B/U	53.5	4.3	8.8	16.5	.206	.66
56	/U	53.5					
57	/U	95				.625	.66
58	A/U	50	4.9	11.5	20	.195	.66
59	B/U	75	3.4	7	11.1	.242	.66
60	/U	50					
62	A/U	93	2.7	5.4	8.3	.242	.84
63	/U	125				.405	.84
64	/U	48					
65	/U	950	20	50	---	.405	---
66	/U	69					
71	B/U	93	1.9	3.2	8.5	.25	.84
72	/U	150					
73	/U	25					
74	/U	50				.615	
76	/U	50					
77	/U	48					
78	/U	48					
79	B/U	125				.475	.84
80	/U	51					
81	/U	52					
82	/U	52					
83	/U	35					
84	/U	71	1	2.5	4.5	1	.66
85	/U	71	1	2.5	4.5	1.565	.66
86	/U	205					

87	A/U	50					.425	
88	/U	50						
89	/U	125						
90	/U	50						
91	/U	50						
92	/U	50						
93	/U	50						
94	/U	50				.5		
95	/U	50						
96	/U	50						
97	/U	50						
98	/U	50						
99	/U	50						
100	/U	35				.242		.66
101	/U	70						
102	/U	140						
108	A/U	78						
109	/U	76						
111	/U	95						
114	/U	185				.405		.66
115	/U	50				.375		
116	/U	50				.49		
117	/U	185						
118	/U	50				.78		
119	/U	50				.465		
120	/U	50						
121	/U	50						
122	/U	50	7	15.2	25	.16		.66
124	/U	73						
125	/U	150						
126	/U	50				.28		
128	/U	50						
130	/U	95				.625		.66
131	/U	95						
140	/U	75				.233		
141	/U	50	3.2	6.9	13	.19		
142	/U	50	3.9	8.2	13.5	.206		
143	/U	50				.325		
144	/U	75				.41		
156	/U	50				.54		
157	/U	50				.725		
158	/U	25				.725		
161	/U	70				.09		
164	A/U	75				.87		.66
165	/U	50				.41		
174	/U	50	8.9	17.5	28.2	.101		.66
178	B/U	75	10.5	28	46	.075		
179	B/U	75	10	16	24	.105		

180	B/U	95	5.7	10.7	17	.145	.66
181	/U	125				.64	
187	A/U	75	9.8	15.8	25	.11	.66
188	A/U	50	9.8	15.8	25	.11	.66
190	/U	50				.7	
191	/U	25				1.46	
195	/U	95	9.8	15.8	25	.155	.66
196	A/U	50	9.8	15.8	25	.08	.66
209	/U	50				.75	
210	/U	93				.242	
211	/U	50				.73	
212	/U	50	1.6	3.6	8.8	.336	.66
213	/U	50	2.2	4.7	8	.405	.66
214	/U	50	2.2	4.7	8	.425	.66
215	/U	50	2.2	4.6	9	.475	.66
216	/U	75				.425	.66
217	/U	50	1.4	3.1	5.8	.545	.66
218	/U	50	.81	1.9	3.8	.87	.66
219	/U	50	.81	1.9	3.8	.87	.66
220	/U	50	.7	1.5	3.5	1.12	.66
221	/U	50	.7	1.5	3.5	1.195	.66
223	/U	50	4.5	9.2	14.3	.212	.66
224	/U	50	1.5	3	6	.615	
225	/U	50				.43	
226	/U	50				.5	
227	/U	50				.49	
228	/U	50				.795	
279	/U	75				.145	
280	/U	50				.48	
281	/U	50				.75	
301	/U	50				.245	
302	/U	75	3.9	8	12.8	.206	
303	/U	50	9.8	15.8	25	.17	.66
304	/U	50				.28	
307	/U	75				.27	
316	/U	50	10.4	16.5	31	.102	.66
393	/U	50	2.1	4.4	7.5	.36	
400	/U	50	3.1	8.1	13	.171	
403	/U	50	13.6	26.5	45	.116	
404	/U	50	16.3	32.4	68	.116	

73

Paul WA6OKQ
 "I'm good enough
 I'm smart enough

and gosh darn it,
People like me" :-)

From boatanchors@theporch.com Wed May 31 16:30:19 1995
Date: Wed, 31 May 1995 11:30:19 -0500
Message-Id: <199505311632.LAA17105@wrdis01.robins.af.mil>
From: lakeith@wrdis01.robins.af.mil (Larry Keith)
Subject: Re: Collins ID needed....

In your message of 30 May 1995 at 2041 EDT, you write:

> I was thinking about all the stuff I have to move, when I
> remembered a question I have needed to ask.
> Somewhere along the line, I picked up a Collins 310C (I think
> that is the correct nomenclature). It appears to be a Collins PT0 in a
> box... is this unit merely a VF0? It has a sliderule dial, and 2
> controls on the front. Can someone tell me the purpose of this lil
> footwarmer? Do I need to go out and purchase a KW1 to go with it?
> My guess would be it would be of the same general vintage.
> What do I have?
> /john
>

> From reading some old QST's, I think the item is called an exciter. I
remember an ad that showed a Collins station where a 310C was used to
drive a homebrew 500 watt AM rig. The 310C was mounted in the top of
the rack cabinet with the other parts (modulator, amp, PS, etc)
mounted below.

Re: the move... Please don't throw anything away.. You have my
shipping address... 8-)..

73,

Larry, KQ4BY

From boatanchors@theporch.com Wed May 31 21:55:57 1995
Date: Wed, 31 May 1995 16:55:57 -0500
Message-Id: <199505312153.RAA06379@cappuccino.eng.umd.edu>
From: Philip Gwynne McCoy <dgnova@Glue.umd.edu>
Subject: F80

TO: BOB

From: rdkeys@unity.ncsu.edu
Subject: Re: F80

To: Bob

rdkeys@unity.ncsu.edu.

>From Phil dgnova@eng.umd.edu

Subject: F80 compiler

mailed the F80 compiler today, I just hope the post office doesn't try to destroy it. If you have any trouble, e-mail me and will work something out.

From boatanchors@theporch.com Wed May 31 15:31:22 1995

Date: Wed, 31 May 1995 10:31:22 -0500

Message-Id: <9505310828.ZM4989@mechcad3.engr.sgi.com>

From: "Mark Glusker" <glusk@mechcad3.engr.sgi.com>

Subject: Free Manual for CV-591A/URR

Free to a good home:

Navships 93210

Technical Manual for Single Sideband Converter CV-591A/URR

Model MSR-4

Technical Materiel Corporation

30 October 1958

If I get more than one response over the next week, I'll choose one at random.

Mark Glusker, glusk@engr.sgi.com

--

BTW, is anyone in this group familiar with mechanical calculators? I have a question about a Comptometer that I just picked up at a thrift store. Please e-mail me if you can help.

From boatanchors@theporch.com Wed May 31 13:56:45 1995

Date: Wed, 31 May 1995 08:56:45 -0500

Message-Id: <801928424.3203687@AppleLink.Apple.COM>

From: FRANCIS4@applelink.apple.com (Francis, Dexter)

Subject: FS: HQ-170/HX-50 (fwd)

For sale: Hammarlund HQ170 ham receiver (w/matching speaker) and HX50 ham transmitter. Both are in very good shape and include manuals and schematics. Asking \$175 each (shipping from northern NJ extra). Reasonable offers will be considered.

Please email or call. thanks!

jlouie@ix.netcom.com
(908) 604-7140

From boatanchors@theporch.com Thu Jun 1 01:43:02 1995
Date: Wed, 31 May 1995 20:43:02 -0500
Message-Id: <199506010130.AA05708@cameron.geom.umn.edu>
From: "penson" <penson@geom.umn.edu>
Subject: Re: Heathkit DX60B

Tim:

Between CQ and QST there we more than a dozen mods published for the DX-60.
Some of the mods dealing with audio and modulation are listed below:

Oct 74 CQ PTT
Oct 66 CQ Audio humm
and distortion
Jul 66 CQ Modulation problems
Dec 66 CQ Plate modulation
Jul 67 CQ PTT

Hope this list helps.

As a collector I am compelled to mention that PTT and plate modulation mods
to the DX-60 would reduce it's collectable value to zero. If, however, you
are just interested in putting on the air then they are not a problem.

Chuck

From boatanchors@theporch.com Wed May 31 15:53:04 1995
Date: Wed, 31 May 1995 10:53:04 -0500
Message-Id: <9505311537.AA22214@ihurry>
From: Michael.J.Knudsen@att.com
Subject: Re: Hickok Sig Gen

I'll post this to BA and to you directly, since the Hickok 288
has some real potential for BA rcvr alignment.
It is one of the few boxes that can do "wobulator" sweep at AM
frequencies! With a scope it can let you see your rcvr's IF passband
shape, just like a pro aligning an FM tuner or TV set.

That's the only reason I bought mine (plus those sexy drum dials :-).

You're being kind to say the controls are not intuitive. Actually, they're counter-intuitive -- pretty clear what they mean, but that's NOT what they mean. Or more precisely,

(1) for a certain feature to work on one knob, several other knobs have to be set a certain way;

(2) some features that look like they should work well together don't -- a consequence of (1).

For example, the AM Sweep works only on the fixed 1000 KC setting, period. Too bad if your BA doesn't cover the BC band, or your local AM powerhouse is around that freq as in Chicago (WMVP ex-WLUP ex-WCFL).

And the audio generation requires certain freq mode settings, and you have to set the RF dial at a certain freq to zero-beat the audio, and...

I should've taken paper notes at my age, but you get the idea. And of course the variable-freq audio can't modulate any RF, since the RF section is used to generate the audio.

The calibrated sweeps ARE accurate, and the 60 Hz sweep of 1000 KC delivers the goods. The RF attenuator is a joke as on all "service shop" gear -- for accurate RF dial settings and attenuation, my URM-25 will laugh at this big box. But for wobulator alignment the Hickok is the ticket. Note the 129X manual calls for sweep alignment -- one of these days I'll do it.

I asked about this instrument on rec.antiques.r+p and got some general info about Hickok generators from Hank, but nobody has found a manual yet. Maybe someone here? I'll pay zerox and postage.

BTW, my claims about the restricted functions and knob settings are based on experiments with my own unit, which *might* be buggy. I know the 100 KC marker xtal is not working. --mike k w9nrd

From boatanchors@theporch.com Thu Jun 1 05:08:27 1995

Date: Thu, 1 Jun 1995 00:08:27 -0500

Message-Id: <8AA6517.000401AAFE.uuout@freddy.com>

From: shaun.merrigan@freddy.com (SHAUN MERRIGAN)

Subject: Identifying R390A Mainfra

On 05/31/95, MICHAEL J spoke about Identifying R390A Mainframe; I say:

MJ>All my subchassis are clearly marked Amelco or Motorola,
MJ>but the mainframe and RF section remain John Doe.
MJ>And no serial numbers either, of course.

The one RF subchassis that I can examine in detail has the =
manufacturer, contract number, and serial number on the front gear (the =
one closest to the front panel)plate, top right hand corner as you face =
the subchassis. I have no idea if this wa SOP for all manufacturers. =

Assuming that all subchassis/mainframe are marked, here is a scary =
thought: we could start seeing R390As going for a premium price when =
"all the numbers match" (just like a classic musclecar!!!). Oh =
boy.....

But even scarier is that someone would buy it, and pay the price.

Shaun P. Merrigan
shaun.merrigan#freddy.com
merrigan@nyquist.ee.ualberta.ca
3rd Year EE University of Alberta

=FE CMPQwk 1.42-R1 856 =FE... Farfignewton...the cookie of the stars=

From boatanchors@theporch.com Thu Jun 1 05:10:25 1995
Date: Thu, 1 Jun 1995 00:10:25 -0500
Message-Id: <8AA6514.000401AAFD.uuout@freddy.com>
From: shaun.merrigan@freddy.com (SHAUN MERRIGAN)
Subject: Identifying R390A Mainfra

On 05/31/95, MICHAEL J spoke about Identifying R390A Mainframe; I say:

MJ>All my subchassis are clearly marked Amelco or Motorola,
MJ>but the mainframe and RF section remain John Doe.

MJ>And no serial numbers either, of course.

The one RF subchassis that I can examine in detail has the =
manufacturer, contract number, and serial number on the front gear =
plate(the one closest to the front panel), top right hand corner, as you =
face the subchassis.

This is quite hard to see with the front panel one; try using a mirror.. =
=

I have no idea if this was SOP for all manufacturers. =

Assuming that all subchassis/mainframe are marked, here is a scary =
thought: we could start seeing R390As going for a premium price when =
"all the numbers match" (just like a classic musclecar!!!). Oh =
boy.....

But even scarier is that someone would buy it, and pay the price.

Shaun P. Merrigan
shaun.merrigan#freddy.com
merrigan@nyquist.ee.ualberta.ca
3rd Year EE University of Alberta

=FE CMPQwk 1.42-R1 856 =FE... Farfignewton...the cookie of the stars=

From boatanchors@theporch.com Wed May 31 16:49:41 1995
Date: Wed, 31 May 1995 11:49:41 -0500
Message-Id: <9505311556.AA22430@ihurry>
From: Michael.J.Knudsen@att.com
Subject: Identifying R390A Mainframe?

The front nameplate was gone from my R390A before I got it.
Is there any way to identify the maker of the main chassis?
Also how about the RF unit (gears, bandswitches and all) --
I haven't seen any stamped ink maker's mark on that either.

All my subchassis are clearly marked Amelco or Motorola,

but the mainframe and RF section remain John Doe.
And no serial numbers either, of course.

I second the question about which makers might be higher quality,
tho Mil Specs should set a pretty high minimum standard.
Of course for loading Oriental container ships or stoking your own ego,
only the C-word will do :-) --mike k w9nrd

From boatanchors@theporch.com Wed May 31 16:21:20 1995
Date: Wed, 31 May 1995 11:21:20 -0500
Message-Id: <199505311619.JAA12354@tu212.tus.ssi1.com>
From: Mark Blair <Mark.Blair@tus.ssi1.COM>
Subject: Re: Info on RT-70/GRC

Eric Fox KC5JEV (Eefox@aol.com) wrote:

> Picked up two RT-70 6 meter FM Tranceivers at the Dallas HAMCON last year.
> I ordered and received the manuals from Fair Radio sometime ago. The units
> are in excellent shape and I hope to get them working someday. Looking for
> anyone familiar with this unit that might be willing to provide some insight.

I just finished tuning up my RT-70. It's so much easier to lug between
the closet and my workbench than my RT-68. :-) I don't have any
generic insights about it, but I'd be happy to try to answer any
specific questions you might have.

> I hope to build the 95 volt output power supply rather than try to use the
> original vibration type supply any thought??? This is my first attempt

It just won't be the same without that loud vibrator buzz. :-) Good
luck on your power supply, and PLEASE share the design with us if you
get it working! Fair Radio still has the AM-65 intercom and PP-28x
vibrator supplies, if you change your mind. I run mine from an AM-65
with the 12V vibrator supply.

One word of caution about the supply: Fair Radio has a nice battery
cable which is intended for the AM-598 amplifier/supply. It has the
big 4-pin power plug on one end and big ring lugs on the other, so
it's really tempting to use it to power an AM-65 if you don't have an
appropriate mount. DO NOT try to power an AM-65 with it without
modifying the cable first! The cable uses two pins each for B+ and
ground; plugging it into the AM-65 will short the 90V output to
ground, so you'll need to disconnect two of the pins in the connector.
A Dremel tool works nicely for this. After modifying the cable, it's a
very convenient way to get power into the AM-65, especially while it's

disemboweled all over the test bench.

I guess I did have a generic insight, after all.

Speaking of AM-65 boxes, does anybody have a clue about where I can find a replacement for the thermal relay (K1)? It's an octal-base glass-envelope SPST thermal relay with a 30ish ohm heater. I don't remember the part number off the top of my head, but it was made by Raytheon. I found that my AM-65 has the wrong relay installed, and the absence of the heater in the filament circuit is screwing up the bias voltage for the final output amplifier and making it shut down when the radio is turned on. I'm hoping to avoid buying a whole new AM-65 just to get a replacement relay... :-(

>
> Eric Fox KC5JEV FISTS 1441

--
Mark J. Blair KE6MYK
Design Engineer
Silicon Systems, Inc.
mark.blair@tus.ssi1.com (714) 573-6709

From boatanchors@theporch.com Wed May 31 22:12:48 1995
Date: Wed, 31 May 1995 17:12:48 -0500
Message-Id: <199505312210.SAA20072@altair.cs.unc.edu>
From: Nick England <nick@cs.unc.edu>
Subject: Mil boatanchor in the news

Did anyone else spot the BIG ad Motorola took out in the Wall Street Journal last week - showed a WWII walkie-talkie (SCR-???) and talked about the technology that won the war.
Nic KD4CPL

From boatanchors@theporch.com Wed May 31 18:56:44 1995
Date: Wed, 31 May 1995 13:56:44 -0500
Message-Id: <9505311852.AA25225@Mail.Public.Lib.GA.US>
From: gcarter@Libris.Public.Lib.GA.US (Greg Carter)
Subject: Need Info: HT-37

I recently acquired a Hallicrafters HT-37 in pretty good shape and would like to restore it for use with an SX-101 that I have on hand. The problem

is that it is minus the power transformer. Any suggestions out there as to where I might find a suitable replacement (cheaper than the \$145 that Peter Dahl wants) ??

I'm also looking for a tuning knob for the SX-101.

Any help or info would be greatly appreciated! tn timer 73

Greg

KX4R

e-mail: gcarter@mail.public.lib.ga.us

From boatanchors@theporch.com Wed May 31 19:58:58 1995

Date: Wed, 31 May 1995 14:58:58 -0500

Message-Id: <2FCCF195@smtpgate.rfc.comm.harris.com>

From: "Gable, Edward M" <emg@rfpo2.rfc.comm.harris.com>

Subject: RE: Need Info: HT-37

I recently acquired a Hallicrafters HT-37

minus the power transformer. Any suggestions out there as to where I might find a suitable replacement (cheaper than the \$145 that Peter Dahl wants) ??

+++++

I wonder if the popular and available Heath 23 Series power Supplies might work. Those ran 6146 radios of the same power requirements. Use the supply as is or <gasp> tear it down for the Xfmr. Good luck with your project.

Ed K2MP @ Rochester

emg@rfc.comm.harris.com

From boatanchors@theporch.com Thu Jun 1 02:00:13 1995

Date: Wed, 31 May 1995 21:00:13 -0500

Message-Id: <9506010149.AA03183@legend>

From: rblank@legend.txdirect.net (Richard A. Blank)

Subject: Re: Need Info: HT-37

>I recently acquired a Hallicrafters HT-37 in pretty good shape and would
>like to restore it for use with an SX-101 that I have on hand. The problem
>is that it is minus the power transformer. Any suggestions out there as to
>where I might find a suitable replacement (cheaper than the \$145 that
>Peter Dahl wants) ??

>
>I'm also looking for a tuning knob for the SX-101.
>
>Any help or info would be greatly appreciated! tnx es 73
>Greg
>KX4R
>e-mail: gcarter@mail.public.lib.ga.us
>
>

It is my understanding that the reason many of the HT-37 power transformers failed was due to failing selenium rectifiers...I had an HT-37 several years ago and replaced the selenium rectifier with a silicon replacement just to prevent any such occurrence...

Just a thought for when you do find a replacement transformer...

Rick Blank, KI5SL

From boatanchors@theporch.com Wed May 31 12:25:28 1995
Date: Wed, 31 May 1995 07:25:28 -0500
Message-Id: <9505311212.AA07760@etn.com>
From: doonan@cordmc.dnet.etn.com (Dennis Doonan x6916 (N9VSL))
Subject: need nameplate for 51J3

Hello to all the BA group.

I finally got a real BA--a Collins 51J3. I found the rig I actually used in 1965 (3 owners since). The Hallicrafters gear is on hold for awhile.

The unit is in fine shape electrically and physically, except for the missing nameplate on the front panel. Thinking back, it was not there back in the middle 60's. Is there any place I can find a replacement for this? Also, since this rig is a "keeper", what do you all recommend for a stock of spare parts?

TNX to all. 73 de Dennis, N9VSL
doonan@cordmc.dnet.etn.com

From boatanchors@theporch.com Wed May 31 17:38:26 1995
Date: Wed, 31 May 1995 12:38:26 -0500
Message-Id: <950531172856_72227.1640_EHM32-1@CompuServe.COM>
From: Dave AB5S/7 <72227.1640@compuserve.com>
Subject: Ok, so "greedies" isn't correct...

Well, time for me to eat a few words, too.

Perhaps "got the greedies" wasn't the right phrase. So much for being flippant.

I have also found Sam at Signal Corps to be friendly, helpful and a pleasure to talk with. I don't want to pay his asking prices, but that's his right and I wish him success.

I can only plead long days and short nights.

David Stinson AB5S/7

From boatanchors@theporch.com Wed May 31 13:48:24 1995
Date: Wed, 31 May 1995 08:48:24 -0500
Message-Id: <121E8910D95@s1.xetron.com>
From: "Jack Giehl" <JACKG@s1.xetron.com>
Subject: Penta tubes

Dear BA enthusiasts,

My friend Ken re-tubed his R4C receiver one tube at a time using the Penta tubes last night. It didn't blow up.. yet. I advised him about the comments I had received concerning the tubes. He is keeping the original tubes, and will probably buy NOS tubes from Antique Electronic in the future.

We didn't get around to replacing any of the tubes in the T4XC, due to the late hour, too many 807's, and my wife's imminent return from a community theater meeting.

I closely examined the Penta tubes. All of them had the yellow Penta label. They had USA printed at least once, sometimes twice. Never was there an indication of another country printed anywhere on the tubes.

I will keep the BA list informed of any failures or problems found with these tubes.

Jack

73,

=====

Jack, WB8BFS
jackg@xetron.com Loveland, Ohio (near Cincinnati)

=====

From boatanchors@theporch.com Wed May 31 15:05:59 1995
Date: Wed, 31 May 1995 10:05:59 -0500
Message-Id: <9504318019.AA801932656@CCGATE.HAC.COM>
From: jcreid@ccgate.hac.com
Subject: PRC-77 Info

Hi Gang,

There's a remote possibility that I might obtain a pair of PRC-77 radios. I have no idea what they are. Can anyone enlighten me? TIA.

-Jim

From boatanchors@theporch.com Wed May 31 16:38:57 1995
Date: Wed, 31 May 1995 11:38:57 -0500
Message-Id: <"d0aQl()000000000*"@MHS>
From: RICHARD_HUMPHREY@hp5200.desk.hp.com
Subject: RE: R-390A Contracts

>I know there were a number of different manufacturers of the R-390A
>receiver over the years...and that Collins was the "original"
>contract. My question is...is there a substantial difference in quality
>between the different "contracts" of receivers manufactured? Are some
>really better than others?

It is 'alleged' that the Collins built units were slightly easier to tune, ie the gearbox was a little smoother. Never been able to verify that. The worst R-390As, after 20 minutes of use, are as much fun as driving an 18 speed diesel tractor through stop and go traffic. A good clean and lube usually makes them work fine.

Conversely, the Collins are the oldest of the bunch, and age may be catching up to them. They have the most wear and damage, and may have the fewest of the later improvement mods. (No, Collins did not make the perfect radio on the first shot)

Keep in mind that the modules are all interchangeable. It may be a "Smith" on the label and a mix of "Jones" and others inside. Also, since some folks seem to really prize a clean Collins, a little

screwdriver work by a surplus dealer can make one out of a Motorola or EAC. Just move the labels around. (Some manufacturers ink-stamped the SN on the panel before the tag was installed; if there's a number under the tag, it should match the tag)

So, I don't personally care who made the name tag. It may be totally irrelevant. Much more important is what condition the set is in. IMHO, I'd take a clean EAC over a tired Collins any day.

Richard
N6NAE

From boatanchors@theporch.com Wed May 31 17:14:25 1995
Date: Wed, 31 May 1995 12:14:25 -0500
Message-Id: <199505311712.MAA17430@uro.theporch.com>
From: Jack Taylor <n7oo@hereford.ampr.org>
Subject: RE: R-390A Contracts

At 11:38 AM 5/31/95 -0500, RICHARD_HUMPHREY@HP5200.desk.hp.com wrote:

>
>>I know there were a number of different manufacturers of the R-390A
>>receiver over the years...and that Collins was the "original"
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>>between the different "contracts" of receivers manufactured? Are some
>>really better than others?

>
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>to tune, ie the gearbox was a little smoother. Never been able to
>verify that. The worst R-390As, after 20 minutes of use, are as much
>fun as driving an 18 speed diesel tractor through stop and go traffic.
>A good clean and lube usually makes them work fine.
>
>Conversely, the Collins are the oldest of the bunch, and age may be
>catching up to them. They have the most wear and damage, and may have
>the fewest of the later improvement mods. (No, Collins did not make the
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>"Smith" on the label and a mix of "Jones" and others inside. Also,
>since some folks seem to really prize a clean Collins, a little
>screwdriver work by a surplus dealer can make one out of a Motorola
>or EAC. Just move the labels around. (Some manufacturers ink-stamped
>the SN on the panel before the tag was installed; if there's a number
>under the tag, it should match the tag)

>
>So, I don't personally care who made the name tag. It may be totally
>irrelevant. Much more important is what condition the set is in.

>IMHO, I'd take a clean EAC over a tired Collins any day.
>Richard
>N6NAE
>

Yes, but there ARE clean Collins R-390A's out there as I've seen them!
While other brands should be equivalent, I have noticed the brass gear-train on one brand was about 25 percent lighter than on the Collins and Motorola units I have seen. It is true that the internal modules can get mixed up during military maintenance, or at a depot overhaul so a careful inspection should be made before making a purchase. I don't think brand-X modules make all that much difference, but is a factor in setting a price, or in making a buy decision.

73 de Jack

From boatanchors@theporch.com Wed May 31 20:15:27 1995
Date: Wed, 31 May 1995 15:15:27 -0500
Message-Id: <d0aQC7L0000000000@MHS>
From: RICHARD_HUMPHREY@hp5200.desk.hp.com
Subject: RE: R-390A Contracts

Jack sez:
>
>>stuff deleted. . .
>

>Yes, but there ARE clean Collins R-390A's out there as I've seen them!
>While other brands should be equivalent, I have noticed the brass gear-train
>on one brand was about 25 percent lighter than on the Collins and Motorola
>units I have seen. It is true that the internal modules can get mixed up
>during military maintenance, or at a depot overhaul so a careful inspection
>should be made before making a purchase. I don't think brand-X modules make
>all that much difference, but is a factor in setting a price, or in making a
>buy decision.

Yes, but how do you KNOW it's a genuine Collins, and not one that's been enhanced with another ID plate??? Is there any independent mark on the radio to show where it originated? This is the sort of 'provenance' problem that gives museum curators ulcers.

But seriously, I'd be more concerned about the condition the set was in, rather than who made it. I have a mainframe with a Moto tag on it and a mix of Moto and Amelco modules. The RF deck is by anonymous; has anybody got one with a brand on the RF deck?

These radios are so 'common' that IMHO I'd shop for one in very nice condition. I wouldn't pay a premium for a Collins unit. I don't think they're demonstrably better. (By that I mean it doesn't work any better or last any longer. If one is a shelf duster who collects 'names', then one must do what one must!) ((The preceeding was an editorial comment meant in only the nicest way. Replies not necessary))
Richard

From boatanchors@theporch.com Wed May 31 13:36:44 1995
Date: Wed, 31 May 1995 08:36:44 -0500
Message-Id: <01HR5ADGIWF69KMGL5@RANDB.PPRD.Abbott.Com>
From: KANAMAA%AMGATE%MATRXA@randb.abbott.com
Subject: Radios that go boom

From: Kana, Michael (D9CY)
Date: Wed, May 31, 1995 8:40 AM
Subject: Radios that go boom
To: bigboats
Howdy all

I have an APX6 transponder that has three threaded ports that are supposed to hold some type of explosive charge. I talked to one guy and he said that the charge was basically a bullet that would fire into the unit and destroy the tuned cavities/lighthouse tubes. This unit never saw duty and only had caps where the charges went. I picked up a neat switch at a hamfest once. A bright red box with two pushbuttons on top. The print on it sez: To Destroy Special Radio, Press Both Switches. This lil item sits on one of my ARC 5's and really impresses non ham visitors.

73's de AA9IL
Mike Kana

From boatanchors@theporch.com Wed May 31 13:21:02 1995
Date: Wed, 31 May 1995 08:21:02 -0500
Message-Id: <"Macintosh */PRMD=MOT/ADMD=MOT/C=US/"@MHS>
From: Scott_Johnson-AZAX60@email.sps.mot.com
Subject: RE>RE- Vibrator Replacement

RE>RE: Vibrator Replacement 5/31/95
The buffer caps you are talking about are probably the reason the vibrator

failed. repacing the vibrator with germaniums is possible, but transformers designed for transistor choppers often have feedback windings for base drive. Also, some vibrators are synchronous types, which means you would also have to add a rectifier circuit to the HV side. A better approach to the transistor dilemma might be to use one of George senior's TMOS replacements, available from Antique Electronic Supply here in Tempe, AZ (602)-820-2584. These are plug-in replacements for Mallory three and four pin vibrators, and cost about the same as a NOS vibrator (\$18.00). Alternatively, you could use discrete MOSFETs with a 3524 or similar PWM driver, or try to find Germanium at a decent price. Silicons have a great deal more sat drop than Ge devices and are generally not satisfactory at low voltages. MOSFETs, however have Rdson values in the tens of milliohms and will work quite well with a proper drive circuit. Consult a Motorola TMOS data book for circuit info. I can give you the Motorola literature distribution center phone # on request.

73, Scott KC7BGE

From boatanchors@theporch.com Wed May 31 16:17:21 1995
Date: Wed, 31 May 1995 11:17:21 -0500
Message-Id: <PMX-TERM-2.02-bsm2ee1-thaake-197>
From: thaake@bsm2ee1.attmail.com (thaake)
Subject: RE:RE:X-Rays

Gang,

Thanks for the various pieces of "advice" on the X-ray machine deal. I have made an offer on the entire estate as well as one on just the ham portion of the estate. I'm not excited on either since the overall condition of everything pretty much dictates that the ham equipment be relagated to parts and the X-ray machines (if they have to be included) I will most likely donate to a museum or keep in my living room as a conversation piece/flower planter. Would like to have the dentist chair though.....

Thanks for the humorous mail. I enjoyed it.

Tim WA0TSY
thaake@bsm2ee1.attmail.com

From boatanchors@theporch.com Wed May 31 17:20:26 1995
Date: Wed, 31 May 1995 12:20:26 -0500
Message-Id: <01HR5I9R70369KMMTM@RANDB.PPRD.Abbott.Com>
From: KANAMAA%AMGATE%MATRXA@randb.abbott.com
Subject: RT70 info

From: Kana, Michael (D9CY)
Date: Wed, May 31, 1995 12:26 PM
Subject: RT70 info
To: bigboats
I think there was a CQ conversion article dealing with the RT70 set.
Guess its time to consult the photocopy files!

73's de AA9IL
Mike Kana

From boatanchors@theporch.com Wed May 31 13:40:57 1995
Date: Wed, 31 May 1995 08:40:57 -0500
Message-Id: <Pine.3.89.9505310713.A7772-0100000@indy3>
From: "Roberta J. Barmore" <rbarmore@indy3.indy.net>
Subject: Spares stock for BAs

Hi!

Dennis, writing in re a Collins 51J3, asked what folks recommended in the way of spare parts stock. It's something I have had to rethink, since tubes are less and less an "off the shelf" part and some other things are getting that way.

The basic spare stock is just one replacement each for every tube and lamp in the radio. This will cover most outages once it's up and running. *Do* stock dial lamps--it's possible to damage plastic dials by installing the wrong one: the brighter ones run hotter!

The next level is another set of spare tubes, and *exact* replacements for the electrolytic caps (if they can be had) in the radio; if any wax/paper caps survived the troubleshooting/restoration process, spares for those should be stocked as well.

From there, it's wise to keep an eye open for replacements for any unusual or purpose-built part in the set; also any mechanical assembly or part, especially those known to fail over time. (Wirewound power resistors are getting scarce and expensive, and worth having on one's want-list!) Don't overlook wire--a small stock of cloth-covered wire,

old-style power cords (many folks prefer three-wire, and you **can** find cloth-covered versions thereof sometimes) and the like can be very useful when Something Ugly happens.

Since most of the "classic" radios have been around a good long while, the commonest device-specific failure modes are fairly well-known--things like perished grommets in the "Sky Buddy"/S-38 (umm, it is the -38, right?) and grungy coilset contacts in HROs are some of the simpler examples. This sort of information can be a useful guide in deciding what to stock in the way of spares.

I do a fair amount of building and prefer to have the more-common parts handy in bulk--a good assortment of 1/2W resistors and axial-lead, 400 or 600V caps in .01, .05 and .1mF will suffice for most repair and restoration needs beyond the set-specific parts.

Keeping the parts **organized** is also important (I am a **messy** worker--but the parts stock is not part of the mess!). It doesn't have to be very fancy, recycled cardboard boxes will do, with manila envelopes for the small things. Plastic drawers or boxes are inexpensive and a little nicer for the small parts; purists may prefer cigar boxes, which are handy but hard to find. Whatever method you use, **label** the containers! Five or ten years on, you'll be glad you did. (I'm still working on that--there's yet one or two "surprise boxes" on the shelf, some of the contents of which defy categorization.... >blush<)

73,
--Bobbi

From boatanchors@theporch.com Wed May 31 15:12:11 1995
Date: Wed, 31 May 1995 10:12:11 -0500
Message-Id: <199505311514.KAA16624@wrdis01.robins.af.mil>
From: lakeith@wrdis01.robins.af.mil (Larry Keith)
Subject: Re: Spares stock for BAs

Bobbi gave lots of good advice.. I can only add one thing. Find a parts rig, if possible.. Then, one has all of those oddball pieces that are needed to properly maintain a favorite firebottle rig..

>
> Keeping the parts **organized** is also important (I am a **messy**
> worker--but the parts stock is not part of the mess!). It doesn't have
> to be very fancy, recycled cardboard boxes will do, with manila envelopes
> for the small things. Plastic drawers or boxes are inexpensive and a

> little nicer for the small parts; purists may prefer cigar boxes, which
> are handy but hard to find. Whatever method you use, *label* the
> containers! Five or ten years on, you'll be glad you did. (I'm still
> working on that--there's yet one or two "surprise boxes" on the shelf,
> some of the contents of which defy categorization.... >blush<)

Fascinating! I always wanted to meet someone with an organized parts collection. Mine is semi-organized.. I figure that I can find about 25% of it in less than a week. But, the parts that are organized are stored (and labeled) in a variety of containers.. For instance,

Banana boxes are perfect for the big stuff..

3 lb coffee cans are still an ideal storage container for unsorted parts and some sorted parts.

The newer squarish coffee containers that contain the coffee packets are becoming a favorite of mine. A good size for a variety of items and they stack so neatly!!

I gave up on the many drawer cabinets after trying to move them a couple of times. I ended up with all the components jumbled together in the bottom of the cabinet. Now, I buy the small freezer containers (about 10 cents each) and stack them. There are some larger ones, but I haven't had a need for them since I discovered the squarish coffee containers.

I still like glass jars for hardware and some other small items. The XYL has finally figured out why I specify certain brands and sizes of pickles, mustard, etc..

A package of zip lock sandwich bags is fairly useful. I use them to store small, unmarked parts, labeled of course! Then, the bag goes into one of the coffee cans or other containers.

Tubes are stored in some of the flatter tray-like wooden boxes that once contained grapes and other small fruits. The grocery store produce people know that I will take all of those I can get my hands on. I cut a piece of cardboard to fit the bottom and use a box for each size tube.

I have just recently started scrounging tomato boxes in order to have a medium size box. But, I haven't come up with a "small" box supply, yet. Small, to me, would be about a 1 cubic foot box.

Maintaining a spares/parts supply takes a little time. But, I feel that it is worth the effort each time that I come up with just the right part, right when I need it!

73,

Larry, KQ4BY

From boatanchors@theporch.com Wed May 31 11:55:52 1995
Date: Wed, 31 May 1995 06:55:52 -0500
Message-Id: <2FCCE4C2@msgw.isoft.intranet.gr>
From: Sifakis George <sifakis@isoft.intranet.gr>
Subject: TRC-1: What is it?

The transmitter is "T-14H/TRC-1" and there is a companion receiver, both made by Hallicrafters. I can't find any reference in the "millist" or elsewhere and I don't want to buy it without knowing anything about it. Anyone familiar with it?

73 George Sifakis SV0KA sifakis@isoft.intranet.gr

From boatanchors@theporch.com Wed May 31 16:15:07 1995
Date: Wed, 31 May 1995 11:15:07 -0500
Message-Id: <Pine.PCW.3.91.950531054200.10327A-1000000@dip012.pixi.com>
From: Dave Creek <dcreek@pixi.com>
Subject: Re: TRC-1: What is it?

On Wed, 31 May 1995, Sifakis George wrote:

> The transmitter is "T-14H/TRC-1" and there is a companion receiver, both
> made by Hallicrafters. I can't find any reference in the "millist" or
> elsewhere and I don't want to buy it without knowing anything about it.
> Anyone familiar with it?

>

> 73 George Sifakis SV0KA sifakis@isoft.intranet.gr

George,

The AN/TRC-1 is an early 50's era wide band FM VHF system used for fixed point-to-point communications. It was a tactical system used from trucks, tents etc., and was also used at fixed locations. The United States Air Force had special units to support this mode of communications, these were designated as Radio Relay Squadrons. They set up small detachments on mountain tops to receive and retransmit the signals between end stations. This type of communications was replaced by microwave and troposcatter systems and is now conducted by satellite .

This radio is very reliable. I have operated them for months with no time off the air. The transmitter was designed for continuous duty (100% keyed) The usual setup had the transmitter and receiver on different frequencies wide split, no duplexer, separate three element yagi antennas on separate masts.

The audio input and output matched the spiral four communications cable used for military wire communications. Standard twisted pair telephone field wire was also used. The usual configuration was to use an AN/TCC-3, 4 channel frequency division multiplexer to give four voice channels. Each channel could be further split using AN/TCC-14 carrier groups that divided the voice channel into a 60 - 100 WPM teletype channel and a voice channel with a converter that converted the 20 CPS ring signal from a telephone switchboard to 1020 CPS VF ringdown and restored the 20 CPS ring signal at the other end. This allowed direct telephone switchboard connection to the radio.

The AN/TRC-1 was replaced in the mid 50's by the AN/TRC-8 which had the same functions except the frequency was moved to UHF.

Hope this helps.

73 es Aloha,

Dave Creek, NH6BA
Ewa Beach, HI
dcreek@pixi.com

From boatanchors@theporch.com Wed May 31 15:50:13 1995
Date: Wed, 31 May 1995 10:50:13 -0500
Message-Id: <199505311547.LAA22567@shiva.shiva.com>
From: John Shriver <jas@shiva.com>
Subject: tube storage

I use the following tube storage method, lifted from a local tube broker.

Get Xerox paper boxes (or equivalent.)

Get three of the cardboard trays that hold 24 soda cans.

Fill trays with miniature tubes stored vertically in boxes. (Works a lot better if you have the 5-tube sleeves to put them in. Otherwise, put in cardboard dividers.) If you are moderately compulsive, put them in tube number order.

Stack the three trays in the Xerox box.

Put the lid on.

Store on shelf.

The vast majority of my tubes are in two such boxes. (The octal tubes are in the box with only two tiers.) There are shoeboxes for loose used tubes. Large batches of the same type of used tube (12AX7, 6DJ8, etc.) go in a plastic bag first.

From boatanchors@theporch.com Wed May 31 15:46:47 1995
Date: Wed, 31 May 1995 10:46:47 -0500
Message-Id: <199505311544.JAA04141@bock.ucs.ualberta.ca>
From: tschuld@gpu.srv.ualberta.ca (Chris Dorn)
Subject: WTB Drake TX

Hello all,
I am looking for a Drake T4XC or T4XB with AC4 power supply.
Chris VE6RDC

From boatanchors@theporch.com Wed May 31 21:27:04 1995
Date: Wed, 31 May 1995 16:27:04 -0500
Message-Id: <950531212322_71333.144_DHQ49-1@CompuServe.COM>
From: don merz <71333.144@compuserve.com>
Subject: WTB: SCR-511A Parts

A friend would like to find any and all parts for the SCR-511A, BC-745 "pgo-stick" radios. He especially needs the plug collar, CD-571 cord, and the long antenna and "stick" base. Reply here or call me at 412-234-8819 EST weekdays. Thanks.

From boatanchors@theporch.com Wed May 31 13:08:08 1995
Date: Wed, 31 May 1995 08:08:08 -0500
Message-Id: <199505311304.0AA06746@aith.chemeng.ed.ac.uk>
From: Jack Ponton <jwp@chemeng.ed.ac.uk>
Subject: Re: X-RAY Machine

Tim WA0TSY wrote;

-> I had the opportunity to walk through the remains of a ham estate left over
-> from the early sixties (that's when the OM passed away). The equipment he
(some stuff deleted)
..... but the bid may need to include 2 x-ray machines of I suppose 1940
-> or so vintage.
.....The X-ray
-> machines I haven't got a clue. It would be suicide to plug one of em' in
-> since they looked in about as good of condition as the ham junk.

It really would be. Slow and painful suicide to turn them on
if they ARE working too. X-rays are DEFINITELY NOT for use in the home!

-> Now, if I could fanagle the dentist's chair that might make one real neat
-> operating position.

...and you could strap the neighbor in the chair and line up the Nikes..

Jack, gm0rwu

From boatanchors@theporch.com Wed May 31 13:25:14 1995
Date: Wed, 31 May 1995 08:25:14 -0500
Message-Id: <9505311316.AA24290@orion.crd.ge.com>
From: mallick@orion.crd.ge.com (John Mallick)
Subject: Re: X-RAY Machine

It may also be illegal to possess an x-ray machine. Don't you have to
be licensed to operate one of those? Inquiring minds want to know...

73, John WA1HNL